

INFORMATION REPORT

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Port of Split

1. The following equipment was observed in the port of Split:
 - a. The large Pomgrad-Split pontoon, equipped with two cranes having a capacity of approximately 50 to 60 tons, was anchored at the southern side of the second pier. The pontoon was loaded with 4 large cement blocks each approximately 6 to 8 square meters in size. During 7 and 8 April all of these cement blocks were laid along the length of the southern side of the pier.
 - b. Two cranes on wheels, each having a capacity of approximately 3 to 5 tons, were observed on the wharf extending from the external pier to the pier which is undergoing repairs.
 - c. Two cranes each having a capacity of approximately two tons, installed on Caterpiller type tractors, were observed on the wharf opposite the railroad station.
 - d. A hydrant was located at the western extremity of the pier which faces the Harbor Master's office. A second hydrant which supplies water to the military reservoirs was observed at the angle of the wharf adjacent to the northern edge of the Coal pier.

Landing of vessels

2. No vessels are allowed to land at the wharf along Titova Obala (Tito's Shore) because the water here is too shallow. However, fishing boats are allowed to land in the areas east and west of Titova Obala, where the water is between 2 or 3 meters deep. Mail packets coming from all of the islands and from the coast anchor at the wharf where the Harbor Master's office is located.

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3. Wharves and piers

- a. Harbor Master's wharf is in excellent condition. At the eastern extremity of this wharf is a small masonry building or booth where a large hydrograph (barograph - sic) is installed for the measurement of the tides.
- b. Coal pier is in excellent condition. On the eastern side, this wharf is adjacent to the wall of the railroad station. There was a fixed red beacon light at the tip of the Coal pier and some dozens of tons of coal were deposited in the open near the head of the pier. This coal was presumed to be from Arsa (sic). There are no magazines on this pier. The ZELENGORA and the JADRAN were observed anchored at the Coal pier loading coal.
- c. The wharf on which the Coal pier is located is connected with a pier on which repairs are in progress. The MZ A 208 and the V.P. 22 were observed to be anchored on the right side of this wharf. On the northern side of the pier which is undergoing repair there is an iron railing which shuts the road off from the wall of the railroad station all the way down to the sea. There are two gates in the enclosure: one near the sea leading to the town, where an armed member of the Militia is permanently stationed in a sentry box. The second gate, a folding gate, is located in the center of the enclosure. The tracks of the revolving platform belonging to the Coal pier pass through this gate. An armed Army sentinel is posted near this gate.
- d. The extremity of the pier is undergoing repairs. The minesweepers M-106 and M-110 were observed anchored at the northern side of the pier. A magazine is located approximately in the center of the pier.

Installations and materials on the external pier

- 4. The following installations and materials were observed on the external pier:
- a. A lighthouse which is illuminated at night;
- b. A frame structure almost as high as the lighthouse, constructed of 12 vertical posts and 3 transversal cables, which is used for luminous inscriptions;
- c. A mooring place for buoys and other floating devices;
- d. A shed with a cement roof, opposite which the American vessel the VICTORY was anchored;
- e. Three large well-built warehouses;
- f. Around the landing were four cylindrical storage tanks for liquid combustibles, each with a capacity of approximately 20 tons. Apertures for men were situated at the top of these tanks;
- g. A large quantity of lumber, composed of trunks and planks for construction, was piled up near the landing;
- h. Harbor Master's Quarters, on the front of which was affixed the schedule of ships sailing to and arriving from various islands and other localities.
- i. A KNOJ station was located in an adjoining building on the roof of which a radio antenna was erected.

Island of Lastovo - (Port of Sveti Petar)

- 5. All of the piers in the port of Sveti Petar appeared in excellent condition, except for the bank located south of a red blinker light which has settled. The following installations and materials were observed on the wharf immediately south of the red blinker light:

A small cement structure built on a square foundation, the size of a single room, with a red tile roof. The interior of this building could not be observed as the door was locked;

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- b. A small hut with a wooden roof, in which an unspecified quantity of lumber was stored;
 - c. A wooden building, the roof of which was partially covered with red tiles, which contained a small machine shop and a storeroom. Packages approximately 40 x 30 x 20 centimeters in size, wrapped in oiled paper, were stored here. These packages allegedly contained explosive gelatine;
 - d. A building containing a carpenter's bench and tools is adjacent to the preceding building;
 - e. Next to this building is a building in which wooden planks were stored;
 - f. A barbed wire fence has been erected around the back of the last mentioned building as far as the rocky coast which dominates the pier;
 - g. A two-wheeled vehicle-drawn generator, manufactured by Arpin, Ateliers Construction, of Coebergerstraat 49, Antwerp, was observed on the wharf, as well as a quantity of lumber planks, several thousands of tiles and unspecified quantities of sand.
6. The following objects were noted on the wharf situated south of the small port:
- a. A small cement structure partially hidden by the mountain;
 - b. A wooden building, with three windows, which was illuminated at night. Army men were observed entering this building frequently;
 - c. A large shed with red-tiled roof and masonry beams, and immediately north of this building, three wooden buildings probably used as military barracks. It was impossible to see the interior of the large shed because it was hidden behind the three smaller buildings. Located in the larger building, hanging on a beam was the only lamp in the entire port that remained lighted at night.
 - d. Immediately to the right, near the mountain peak, is situated the entrance to a tunnel. The mountain has been excavated for a short distance to form a gallery four-meters high; on the left of this aperture is the real entrance to the tunnel, approximately 2.50 meters high, which access is guarded at night by a sentinel.
 - e. Next to the tunnel is a cement building with a red-tiled roof. This is a one-story building but is higher than the usual one-story structure. A small wall connects this structure with the mountain behind it.
 - f. To the right of this building is the entrance to a tunnel, the exterior upper part of which is reinforced with a coating of cement. Access to this tunnel is effected by a double door;
 - g. On the wharf front approximately a dozen gasoline barrels and a quantity of wooden planks.
7. The following objects were observed on the right wharf entering the port:
- a. A small building used as a comfort station.
 - b. The highway leading to Punta Nord Sveti Petar begins from the bank. Rising about 5 meters from this highway, near the foot of the mountain, is the entrance to a small tunnel, composed of stones piled one upon the other without any cement. This entrance can be easily detected because of the recently excavated ground in front of it.
 - c. Two converging rows of telephone poles are located in the village of Sveti Petar. One of these rows of poles with four rows of cable starts at Punta Nord Sveti Petar, while the second row of telephone poles, equipped with six rows of cable, starts at the highway and follows the highway along the eastern shore of Porto Lago Grande (Port of the Great Lake).

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- d. Two launches equipped with 12 cars were anchored at the southern wharf of the small port.
 - e. A small target, consisting of a "U"-shaped piece of iron turned upside down and attached to two crossbars fastened to two buoys was noted. The model of a cruiser is affixed to the center of the "U".
8. The following activity was observed in the port of Sveti Petar during the 10 April through the 12 April, 1951:
- a. On 10 April, twenty soldiers and a navy captain embarked aboard the motor vessel UPUTI BOZE SVETI NIKOLA, and loaded with a cargo of sand and cement, the ship left the port sailing toward the north. The motor vessel re-entered the port that afternoon, and took on a cargo consisting of packages of explosive gelatine from the large shed on the wharf, approximately 20 wooden cases which were very carefully handled by soldiers, and several barrels of gasoline, and departed immediately with a single soldier on board. The skipper of this ship is a civilian. On the same day a small motor vessel arrived in the port, and a metallic tank was unloaded from the ship and loaded onto a truck by soldiers.
 - b. On 11 April, the mail packet which travels the route from Perast to Rijeka arrived from Split at 5 p.m. with sacks of mail. Aboard the packet were a lieutenant colonel in the Army, a captain and an undetermined number of soldiers.
 - c. On 12 April, the PERAST (sic) left for Split at 5 a.m.

Port of Stobrec

9. A wooden pier, approximately 100 meters long and 10 meters wide, 6 meters above sea level at the base and 8 meters above sea level at the head, has been constructed for the loading of stone at the extreme tip of a small peninsula. A heavy chain, attached to base of the pier at the center, and anchored out in the sea, secures the construction against northeasterly winds. At the left of the pier, toward the sea, there is sufficient depth to permit a 5000 ton vessel to come alongside the pier so that the top of its stern is level with the base of the pier. On the right side of the pier, ships of not more than 2000 to 3000 tons can enter alongside the pier. At approximately 30 meters from the head of the pier the water becomes more shallow. On the pier are constructed various railway tracks which permit wagons on either side to be unloaded simultaneously.

System of loading stone at Stobrec

10. The quarry is connected to the pier by a single line of track. A small locomotive of recent Yugoslav construction, capable of drawing 40 wagons, each with a capacity of 1260 kilograms, arrives with 26 cars almost on the wooden pier. The locomotive is detached from the cars, and goes back on another rail, passes all the wagons and comes back to the original track behind the 26 wagons and pushes them forward. On the pier the wagons are pushed by two men and two girls. Cranes on the steamers pick up the wagons and overturn the contents into the holds. Motor vessels which are lower than the pier are loaded by overturning the wagons into an iron loading tray which conveys the stone into the holds. With four persons helping to unload the wagons and two persons working in the holds of the ship, it is possible to unload approximately 140 tons of stone in four hours.

Depth of the water in the port of Stobrec

11. The only place for anchoring is next to the wooden pier. The port, particularly the east-central part, lends itself well to landings inasmuch as the water near the port is extremely shallow.
12. Four medium-sized buoys were observed lying alongside the wooden pier.

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13. The steamer TZUIA (sic) from Rijeka, with an approximate tonnage of 4200, and of British construction, was observed in the port loaded with stone, with Pulj as its alleged destination.

25X1A 1. [REDACTED] Comment: Photographs of installations in the ports of Split, Sveti Petar (Island of Lastovo) and Stobrec are available upon request in the CIA Library.

25X1A 2. [REDACTED] Comment: For other disseminations concerning installations and facilities in the Lastovo and Split areas, your attention is called to [REDACTED]

25X1A [REDACTED] Other government agencies have also reported on these areas.